

OCT-12-2005 11:58

P.07

10/27/03

Mink Banger

David Tripp  
 165 Norfolk Dr.  
 Brooklyn NY 11235  
 cell 347-208-  
 work 212-679- FAX 879-  
 718-648- (A)  
 FAX 718-648- (B)  
 Key - electronic system  
 Travelers w.  
 Govt won't access

Govt would have the key to everyone's baggage

Most people don't look thru baggage  
 but sometimes I left them surprised

My company used only distribute the key to the  
 TSA (airports) / Security B Orgs)

Another airline can get back in <sup>log in with</sup> the good lock

In our system if terrorist slipped a bad  
 bomb to an already inspected baggage  
 it would arouse suspicion  
 The terrorist would have to slip the  
 lock or otherwise break into the baggage  
 With a system now in use, slipped baggage  
 is vulnerable to being tampered w/ after

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2 PAGES

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## TSA: Unlock your baggage

'Living in a significantly heightened security environment'

Thursday, December 19, 2002 Posted: 10:24 PM EST (0324 GMT)

**JACKSONVILLE, Florida (CNN)**  
-- The Transportation Security Administration appealed Thursday to travelers not to lock their checked luggage.

As part of the TSA's new bag-screening policy, security agents will sometimes do hand searches of bags that trigger alarms without the owner being present.

"We have no choice but to open any bags that raise concern," Adm. James Loy, TSA undersecretary of transportation for security, told reporters at Jacksonville International Airport, one of the nation's first to install the screening equipment.

The request comes as the nation's commercial airports are working to meet a December 31 congressional deadline to do screening for explosives on all luggage checked at the nation's commercial airports.

The TSA is asking airline passengers to close their bags with the plastic ties typically used to ensure that garbage bags don't spill their contents.

Soon, travelers will be given free, tamper-evident seals with which to secure their bags, Loy said. "But, for now, I advise passengers to get their own."

Security agents will put a card inside each bag they have searched, indicating it has been opened and inspected, and the bag will then be resealed, he said.

Complaints of pilferage will be handled "on a case-by-case basis" by the airline, the TSA and the airport working

☒ Passengers are being asked to use plastic ties for now, rather than locks on baggage. Soon, tamper-evident seals will be available.

Passengers are being asked to use plastic ties for now, rather than locks on baggage. Soon, tamper-evident seals will be available.

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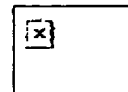
## VIDEO

U.S. transportation officials say they'll meet their goal of inspecting all luggage at domestic airports. CNN's John Zarrella reports (December 19)  
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together, he said.

In cases where suspect luggage is locked, "we'll open it," said TSA Spokesman Brian Turmail. If, in doing so, the bag is damaged, "we are not liable," he said.

Among tips Loy listed for helping passengers move more quickly through security, he pointed out that a list of prohibited items for carry-on bags — including scissors, pocketknives and other sharp items — is posted on the agency's Web site. These items can be put into checked bags.

### Price tag: \$2-2.5 billion

Legislation requiring that checked luggage be screened was passed in the aftermath of the September 11 terrorist attacks in which four commercial jets were hijacked and crashed into the World Trade Center, the Pentagon and a field in Pennsylvania, killing about 3,000 people.

"The events of a year ago still echo hauntingly often in our minds," Loy said. "We are, in fact, living in a significantly heightened security environment."

He added, "If each of us does our part, we'll make travel safe and pleasant for everyone this holiday season."

Of the nation's 429 commercial airports, approximately 325 already have set up their baggage-screening programs, and the others will have a system working by the end of the year, Loy said.

But a number of airports will not have automated systems in place by the deadline. They will be allowed to use equipment that detects traces of explosives, and to make use of dogs and hand searches to accomplish the task. "In all cases, all bags will be being checked," Loy said.

He declined to say which airports have yet to automate the search procedure. "Those are, I believe, steps in the direction of offering the bad guy information that I'm not going to be the one that ever tells them."


Loy estimated the cost of setting up the program nationwide at \$2 billion to \$2.5 billion.

## SPECIAL REPORT

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### CHECKED BAGGAGE PACKING TIPS

- Don't put food or beverages in checked bags. 
- Don't stack books — spread them out.
- Put footwear on top of other items.
- Leave gifts unwrapped.
- Put personal items into clear plastic bags.
- Don't put film into checked bags — explosive-detection equipment may damage it.
- Don't overpack.

Source: TSA

 Bruno, a bomb-sniffing dog checks luggage with his partner Gaylnn Sonius Dallas-Fort Worth International Airport in Texas.

Bruno, a bomb-sniffing dog checks luggage with his partner Gaylnn Sonius Dallas-Fort Worth International Airport in Texas.

4 pages

Need for a system:

12/19/02

Transportation Security Administration ~~baggage~~<sup>airline</sup> screeners need access to passengers' luggage. The Transportation Security Administration (TSA) is so determined to have access to this luggage, in order to check for prohibited items, that the TSA will clip baggage locks if necessary in order to gain access to luggage. This is a very intrusive way to search for prohibited items and this is certain to upset the traveling public. Once the luggage has been opened and intrusively searched, some passengers are bound to report certain contents of their luggage as missing (claims for theft against the government are bound to increase). Consumers will also stop purchasing new locks (and lock sales will deteriorate) if they see that their locks are consistently clipped.

Furthermore, once baggage locks are clipped, potential terrorists can add prohibited items to travelers' luggage as there are no locks in place to

locks are consistently clipped.

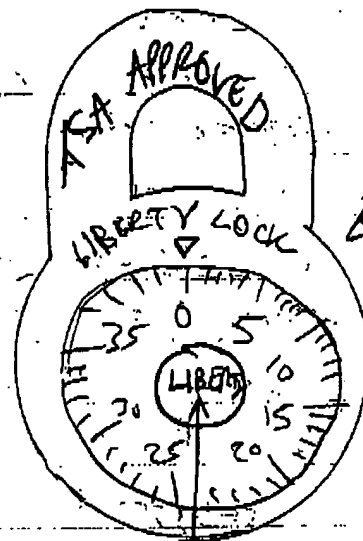
Furthermore, once baggage locks are clipped, potential terrorists can add prohibited items to travelers' luggage as there are no locks in place to secure luggage. This represents a serious security flaw!

Therefore, there is a need for a system whereby TSA screeners have access to travelers' luggage in order to check for prohibited items. TSA screeners must be able to open luggage non-invasively, in order to do their jobs. And then re-test the luggage lock intact (over)

& send the loggase on its way, safe  
& secure.

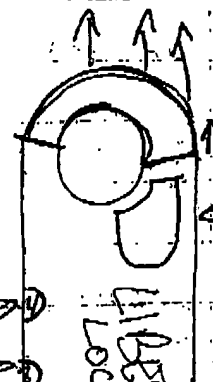


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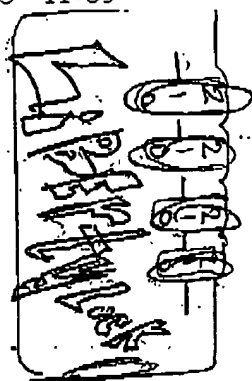
Access point is on back of lock

Universal Master Key inserted here to open (Multi-access) (bottom of lock)

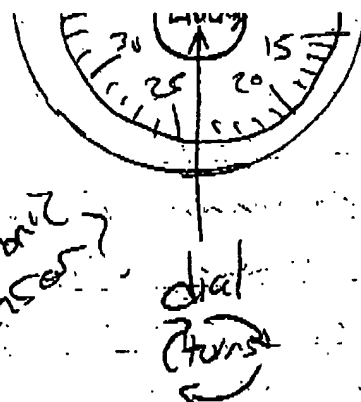


Push down to open lock

Combs open

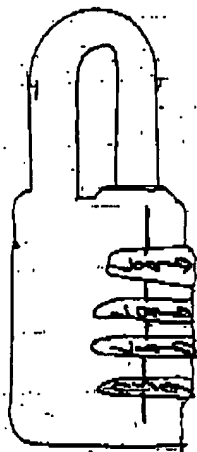


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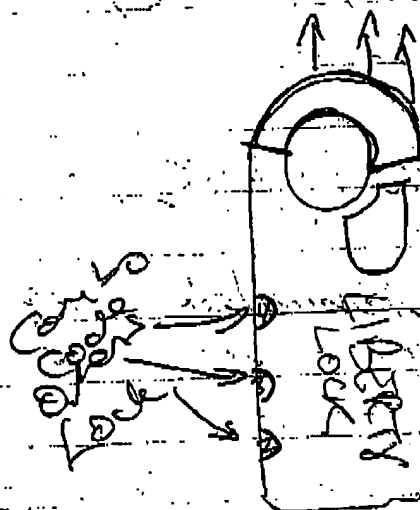
of lock

Universal/master key inserted here to open (Multi-access) (bottom of lock) → Mark electronic sensor?



Master key

will open lock in addition to combination code



Push down to open lock

Combs  
Open  
Lock

4 PAGES

**Unsolicited Proposal to the Transportation Security Administration**

Area of Interest:  
Security Technologies – Checked Baggage Screening

~~The Liberty Lock~~

**David Tropp, Offeror**  
**165 Norfolk Street**  
**Brooklyn, New York 11235**  
**Mobile: 347**

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David Tropp

*The Liberty Lock*

Page 1

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**Background:** Travelers understand and support the Government's initiatives to thwart terrorism. This support of security regulations and procedures on the part of travelers is critical to their implementation and success. However, travelers, just getting accustomed to the new security laws, may have legitimate concerns over baggage inspections. It is crucial that the government act to diminish travelers' concerns.

**Scenario:** If a TSA baggage screener was unable to open a traveler's bag for inspection because the bag was locked, the screener may have to break the locks on the traveler's bag.

**The following problems stem from having to break travelers' locks:**

- *Potential security threats exist* when bags can be tampered with after locks are broken, even in airports' "secure" areas (see CNN-Exhibit 1). Furthermore, if travelers consistently have their locks broken, travelers will see no value in using locks when traveling, thereby exposing their unlocked luggage to a constant risk of tampering.
- Travelers are concerned about theft of the contents of their bags without the protection of locks and *may look to blame the TSA for any property loss*.
- Consumers bear the full cost of replacing the broken locks. Therefore *travelers may become frustrated with the Government* due to this policy ("TSA is not liable for damage to your locks resulting from this necessary preaction," taken from Notification of Baggage Inspection leaflet).

**Opportunity:** ~~Develop, mass-produce, and sell a baggage lock that provides serious benefits to both the TSA and to travelers.~~ *The Liberty Lock*. This baggage lock is unique, innovative, and original in thought because of its design and the benefits it yields to both the TSA and travelers. The lock will have a unique combination so that only the traveler (consumer) could open the lock. The lock will also have a keyhole for a "universal key" (only the Government and the Manufacturer would possess this key to maintain the integrity of the product). Having TSA screeners open *The Liberty Lock* with the "universal key" would eliminate any need to break travelers' locks. The beauty of this invention lies in its simplicity. It's easy to understand and easy to use.

**The following is a list of direct benefits the TSA will realize if *The Liberty Lock* is used:**

- *A potential security threat is eliminated*, as only authorized TSA screeners have access to Liberty-Locked luggage. The Liberty-locked luggage is received by the TSA screener, who opens it with his or her "universal key," in order to begin the inspection. Upon satisfactory completion of inspection, the TSA screener re-locks *The Liberty Lock* and the sealed luggage is sent on its way, safe and secure. This eliminates the need to break a lock.
- *TSA costs will decrease* because there will be less lock clipper purchases and no additional training costs.
- *TSA liability will decrease* if screeners use a universal key to open *The Liberty Lock* instead of breaking locks. It stands to reason that screeners will have to break less locks (using the universal key instead) and therefore on-the-job injuries will decrease.

David Tropp

*The Liberty Lock*

Page 2

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- *TSA screeners will appreciate the decrease in labor intensity and their managers will appreciate the productivity benefits of this new technology.* The process of opening The Liberty Lock using a universal key requires less manual labor than breaking locks. Working as a TSA screener is a highly demanding and stressful job and anything to reduce physical strain, would be appreciated by the screeners.
- *TSA will enjoy Public Relations benefits because travelers will appreciate the TSA's concern for their personal property.* By using a universal key to open The Liberty Lock rather than destroying a normal lock, the TSA is able to get its job done more efficiently, while demonstrating concern for travelers property.

**The following is a list of direct benefits travelers will realize if *The Liberty Lock* is used:**

- *Traveler still benefits from the TSA's thorough search but the traveler will be more comfortable with the TSA's less intrusive search.* The constructive approach of the TSA using the "universal key," as opposed to destructively breaking a normal lock, will lead to a higher level of awareness and approval of the job that the TSA is doing.
- *Traveler feels more secure about checking his or her luggage* because only trusted Government officials have the ability to open his or her Liberty Lock. From their origin to their destination, no one will be afforded the opportunity to tamper with travelers' luggage (after a normal lock is broken, there is opportunity to tamper with travelers' luggage).
- *Traveler gets to keep his or her Liberty Lock and is able to use it again without worry.* Consumers are more likely to buy one Liberty Lock that the Government will not break rather than keep buying and replacing normal locks that the Government will break.

**Offeror:** I am a citizen of the United States; born and raised in New York City. I graduated from New York University's Leonard N. Stern School of Business with a Bachelor of Science in Finance and International Business with Cum Laude honors. During my university experience, I worked at Needham & Company, a full-service Investment Bank. Upon graduation, I earned a full-time offer of employment. I also have previous experience at startup businesses and have worked on several entrepreneurial projects.

**Proposal:** *This is truly an opportunity where everyone benefits. There is little risk on the Government's part.* What I am asking of the TSA is for an exclusive agreement to supply this universal key to TSA screeners at all airports where bags are screened. I propose that the TSA use this universal key on The Liberty Lock, rather than breaking normal locks. **This would not interfere with the TSA's current policy;** any lock that would not accept the universal key (any existing locks), could be broken if screeners need to open the luggage. In addition to improving upon its existing processes, this is an opportunity for the TSA to demonstrate excellence in public services through innovation, courtesy, respect, and customer focus. The Liberty Lock can build goodwill between the Government and travelers. In this case, government support could enhance, benefit, and be of value to the TSA for further accomplishment of its mission.

A business associate of mine owns manufacturing facilities, which specialize in the production of stainless steel products. This factory will produce the prototype Liberty Lock. Once I get the approval I am asking for, I can have a prototype manufactured

David Tropp

*The Liberty Lock*

Page 3

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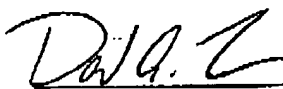
within weeks. I will personally devote a full time effort to further develop this product; eventually mass-producing and selling The Liberty Lock. I can commit to building an American-owned and independently operated, for-profit business, which will focus on creating jobs as well as sales. I am open to consider any proposal, including Government funding for research and development to get this project started. Nevertheless, Government involvement is crucial to the success of The Liberty Lock. I am willing to work with the TSA in order to tailor the "universal key," and even The Liberty Lock itself, to meet the Government's specifications (including making both the key and the lock tamper-proof). I am also open to discussing donating a portion of the profits generated from sales of The Liberty Lock to a worthy cause, such as the Department of Homeland Security.

**Projections:** In order to come up with a realistic set of preliminary projections, I set out to analyze domestic airline passenger traffic through an airline industry trade organization. All data quoted in this section comes from The Air Transport Association (see Exhibit 2), the principal trade organization for U.S. airlines. This group is made up of the following airlines; Alaska, Aloha, American (incl. TWA), America West, Continental (incl. Micronesia), Delta, Hawaiian, JetBlue, Midwest Express, Northwest, Southwest, United, and US Airways. In my quest for 2002 domestic passenger traffic, I was able to find "YTD" domestic passenger traffic for ATA airlines from January 2002 to November 2002. This number is 432,461,000. This number is not complete because it doesn't take in account December 2002 passenger traffic. What I have done is averaged out monthly domestic passenger traffic from January to November 2002 and I have come up with an average monthly traffic number of 39,315,000. For the sake of consistency, I propose adding this monthly average (December) to the January to November figure to estimate a complete 2002 domestic passenger traffic number. My 2002 domestic passenger traffic estimate is 471,776,000. This number is quite conservative compared to the actual 2001 domestic passenger traffic number of 498,699,000 and the actual 2000 domestic passenger traffic number of 537,886,000.

*In terms of a market for The Liberty Lock, assuming that we can sell to 1% of 2002 domestic passenger traffic, we are talking about 4,717,760 potential customers. If we can sell to 3% of 2002 domestic passenger traffic, we are talking about 14,153,280 potential customers. If we can sell to 5% of 2002 domestic passenger traffic, we are talking about 23,588,800 potential customers.*

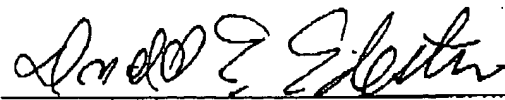
Under penalty of perjury, I certify that The Liberty Lock idea is my own creation, which I believe to be totally unique and innovative.

Sworn to me this 12 day of JANUARY, 2003



Offeror's Signature

1  
Copy #



Notary Public

DONALD E. EDELSTEIN  
Notary Public, State of New York  
No. 24-6147010  
Qualified to Perform

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**STEVEN HOROWITZ**

COUNSELOR AT LAW  
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(212) 867-6800

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U.S. PATENT & TRADEMARK OFFICE

FACSIMILE (212) 685-6862  
E-MAIL: patentattorney@aol.com

October 28, 2003

By FedEx

Richard Litman  
Litman Law Office  
3717 Columbia Pike  
Arlington, VA 22204

Re: U.S. Patentability Search  
Docket No. 21526

Dear Mr. Litman:

Enclosed is a for an **expedited search** representing the total cost of this search. Kindly conduct a U.S. patentability search for the below invention in longer than one week and hopefully sooner. If you can do it in less than a week I would appreciate it. Also, kindly fax the 3 page search report letter to me when the search and report is completed. This allows me to have what I need as quickly as possible.

Presently the TSA clips the locks on luggage it checks. This a security problem because after inspection of the luggage a terrorist could add a bomb to the luggage and it would look like the luggage was tampered with since it was already opened and remains accessible to anyone else. One cannot assume that airport personnel cannot be terrorists. The second problem with the existing practice is that passengers whose luggage has been clipped no longer have a secure luggage and have been damaged economically and may be angry.

The invention is a method of making airline luggage inspection secure while accommodating the needs of the traveler. The first step of the method is making available to travelers, for example by mass-producing it or certifying it, a special lock having both a combination lock and a key lock. The special lock may be a combination lock but it is structured for receiving a master key that can universally open any lock of this type. For example, there can be a key hole on the bottom for a universal "master" key that provides the second way of opening the lock. The lock is designed to be attachable to airline luggage items such as suitcases. The first step includes making available the special lock to travelers so that they could obtain them and attach them to their luggage.

-1-

The second step of the method is providing an authorized governmental agency, such as the Transportation Security Administration, which is the agency within Homeland Security having the responsibility and authority to check airport luggage, with exclusive (other than the manufacturer) access to the master key. The master key can be provided singly so that it can be duplicated or more likely it can be provided in sufficient quantity to allow the authorized agency's workers to have the ability to non-intrusively open any of the luggage that the workers inspect and deem it appropriate to open, where non-intrusive means in a manner that maintains the integrity of the lock and of the luggage (i.e. without clipping the lock).

Note that only the traveler selects and has the combination so that he or she still has a useful secure lock after passing airport security while the airport security still can open the luggage it inspects as deemed necessary.

Very truly yours,



Steven Horowitz

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Express

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Sender's FedEx Account Number

Sender's Name

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☐ FedEx 2Day Freight  
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## 5 Packaging

☒ FedEx Envelope  
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☐ FedEx Mailer  
☐ FedEx Mailbox  
☐ FedEx Mailbox Plus  
☐ FedEx Mailbox Plus Plus  
☐ FedEx Mailbox Plus Plus Plus

## 6 Special Handling

☐ Fragile  
☐ Perishable  
☐ Hazardous  
☐ High Value  
☐ Restricted  
☐ Other

## 7 Payment

☐ Sender  
☐ Recipient  
☐ Third Party  
☐ Credit Card  
☐ Cash

## 8 Release Signature

☐ Signature  
☐ Initials  
☐ Stamp  
☐ Other

## 9 Release Signature

☐ Signature  
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☐ Other

## 10 Release Signature

☐ Signature  
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☐ Other

## 11 Release Signature

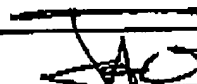
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Our Reference Number: 21526.08	Date: 11.4.03
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E-MAIL: patentattorney@aol.com

November 4, 2003

By Fax

Richard Litman  
Litman Law Office  
3717 Columbia Pike  
Arlington, VA 22204Re: U.S. Patentability Search  
Docket No. 21526.08

Dear Mr. Litman:

I reviewed the fax copy of the letter accompanying the search report for the above invention, which is a Method of making airline luggage inspection secure while accommodating the needs of the traveler. Your report to me describes the invention as a kind of lock and discusses the patentability of the lock. The invention described to you was specifically directed to a method that makes use of a lock rather than to a lock itself and I need a report which addresses itself to the invention as a method rather than just the lock. Could you please revise the report?

Please note that this is an expedited search.

Thank you.

Very truly yours,

  
Steven Horowitz



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**FACSIMILE TRANSMITTAL**

TO: Richard Litman, Litman Law Office  
888-472-8368

Date: November 4, 2003

FROM: Steven Horowitz, Esq.

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OCT-12-2005 12:02

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November 5, 2003

10/706,500- EXHIBIT H  
1.131 DECL.

Mr. Steven Horowitz, Esq.  
295 Madison Avenue  
Suite 700  
New York, NY 10017

Docket No. 21526.08

Re: Preliminary Patentability Search for a

**Method of Making Airline Luggage Secure**

Dear Mr. Horowitz:

We thank you once again for selecting our law firm to conduct this screening search of available patent records at the U.S. Patent and Trademark Office for patent documents which relate to your client's invention. This report summarizes the results of the search.

**Summary of Invention**